

# BookletChart™



## ***Intracoastal Waterway – East Bay to West Bay***

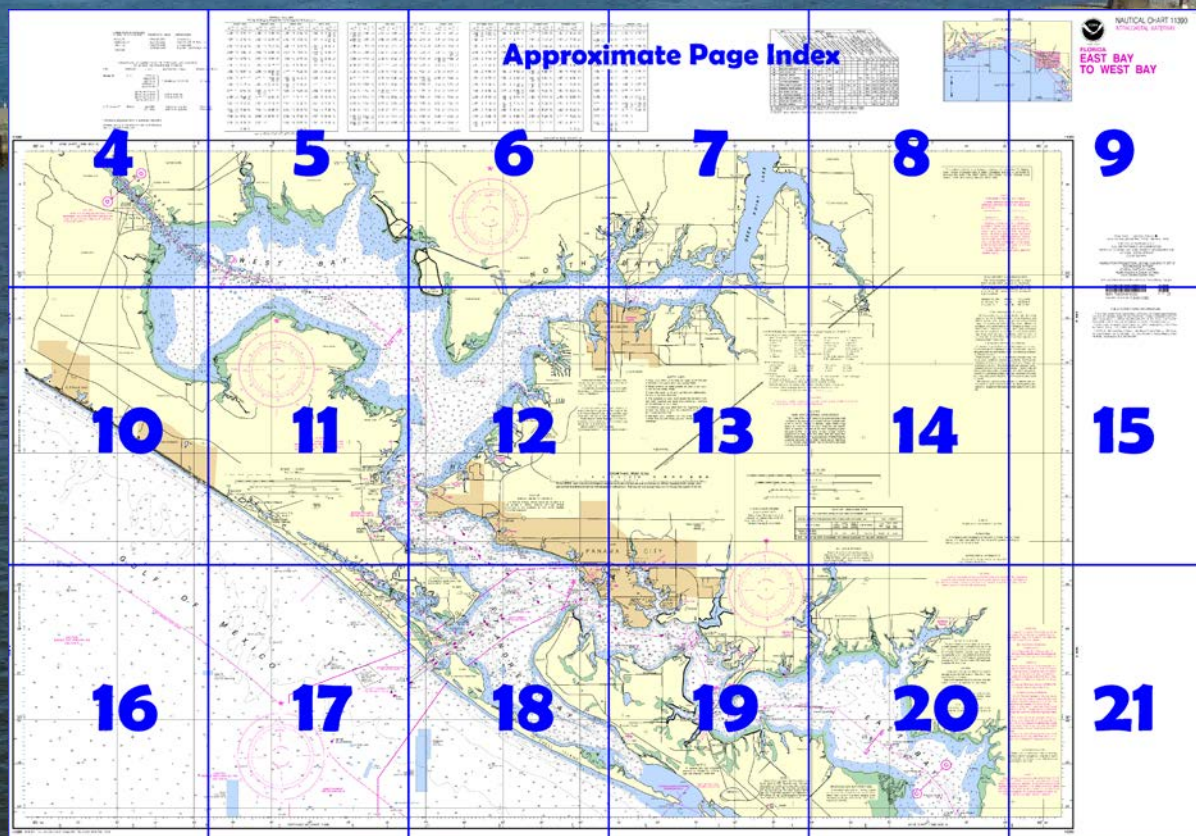
**NOAA Chart 11390**

***A reduced-scale NOAA nautical chart for small boaters***

***When possible, use the full-size NOAA chart for navigation.***



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

**What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

**What is a BookletChart™?**

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

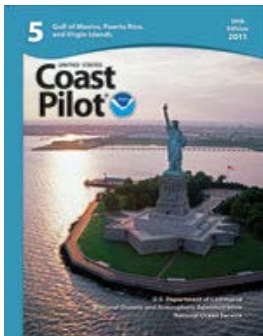
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

**Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11390>



**[Coast Pilot 5, Chapter 9 excerpts].**

**St. Andrew Bay**, a narrow irregularly shaped harbor, lies 30 miles NW of Cape San Blas. Excellent anchorage and protection during hurricanes can be found in this nearly landlocked harbor and its tributary inlets, West, North, and East Bays. A ship channel, protected by jetties, in a land cut through **Shell Island**, forms a passage from the Gulf to St. Andrew Bay. **Panama City** is the seat of Bay County.

**St. Andrew Bay Entrance Lighted Whistle**

**Buoy SA** (30°05'30"N., 85°46'24"W.) about 2.2 miles SW of the entrance to the dredged channel, marks the approach.

**Vessels should approach the harbor through the prescribed Safety Fairways.** (See 166.100 through 166.200, chapter 2.)

**Anchorage.**—Vessels should anchor in the **Panama City Anchorage, E of the Safety Fairway.** (See 166.100 through 166.200, chapter 2.) Vessels awaiting berths, or who desire to anchor for short periods of time, normally anchor in the vicinity of St. Andrew Bay Entrance Lighted Buoy SA well clear of inbound or outbound traffic. In addition, excellent anchorage can be found almost anywhere in the bay where the depth is suitable. The usual anchorage for large vessels is to the W of **Redfish Point** in depths of 35 to 40 feet. Vessels also anchor for short periods of time SE of the Port Authority berths located at **Dyers Point**.

**Dangers.**—Danger zones for small arms firing ranges are SE of the entrance to St. Andrew Bay. (See 334.680, chapter 2, for limits and regulations.)

In 1992, a submerged obstruction covered 30 feet was reported 0.27 mile SE of St. Andrew Bay Light 18 in about 30°08'27"N., 85°39'47"W.

**Panama City**, at **Mile 292.3E**, is on the N side of St. Andrew Bay. Several marinas are along the E and W side of Watson Bayou, and a municipal yacht basin is on the NW side of the entrance to Massalina Bayou at **Mile 290.4E**. (See the small-craft facilities tabulation on chart 11390 for services and supplies available, and chapter 6 for additional information about Panama City.)

**Pilotage, Panama City.**—Pilotage is compulsory for foreign vessels and U.S. vessels under register in foreign trade if drawing 7 feet or more of water. Pilotage is optional for U.S. coastwise vessels that have on board a pilot licensed by the Federal Government. Pilotage is available from Panama City Pilots, Inc., P.O. Box 2071, Panama City, FL 32402-2071, telephone 904-769-0058, 904-785-2209, or 904-785-2524. Pilots may be arranged by telephone, through the Mobile Marine Operator, or through ships' agents. The pilots request ETA information 24 hours prior to arrival, if possible. Pilots normally board between St. Andrew Bay Entrance Lighted Buoy SA and the first set of entrance channel buoys in about 30°06.0'N., 85°46.0'W. The primary pilot boat is a 47-foot vessel and at times an alternate 30-foot vessel will be used. Depending upon circumstances, the vessel's speed should be adjusted and the pilot ladder rigged on the lee side as requested by the pilot at the time of boarding. The boats are equipped with VHF-FM channels 13 and 16 which are monitored 1 hour before a vessel is expected. Channel 14 is used as a working frequency for tugs and port facilities.

**Towage.**—Tugs up to 2,000 hp are available. Requests for tug service are best made through the ships' agent, but may also be contacted over VHF-FM channel 16 or by telephone (904-871-0170).

**Quarantine, customs, immigration, and agricultural quarantine.**—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

**Quarantine** is enforced in accordance with the regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Panama City is a **customs port of entry**.

**Coast Guard.**—**Panama City Coast Guard Station** is on **Alligator Bayou**, opposite Dyers Point. The bayou is within a **restricted area**. (See 334.760, chapter 2, for limits and regulations.)

Opposite **Mile 285.3E**, a channel leads from the waterway in **Alligator Bayou**. In 1983, the reported controlling depth was 20 feet to Light 4; thence in 1991, the controlling depth was 9½ feet to the end of the bayou. The channel is marked by a lighted range and lights. **Panama City Coast Guard Station** is on the SE side of the basin. The bayou is within a **restricted area**. (See 334.760, chapter 2, for limits and regulations.)

**U.S. Coast Guard Rescue Coordination Center  
24 hour Regional Contact for Emergencies**

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	



# Table of Selected Chart Notes

**GRAND LAGOON CHANNEL**  
The controlling depth was 7 feet for a width of 100 feet to daybeacon # 11 (30°08'52.3" N 85°44'50.2" W) thence 5 feet for a width of 100 feet.  
Sep 2010

**NOTE D**  
St. Andrew Bay east entrance channel is constantly shifting. Use new channel 7 miles NW.

**HEIGHTS**  
Heights in feet above Mean High Water.

**HORIZONTAL DATUM**  
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.727" northward and 0.263" eastward to agree with this chart.

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**MINERAL DEVELOPMENT STRUCTURES**  
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.


**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

**INTRACOASTAL WATERWAY**  
**Project Depths**  
12 feet Carrabelle, FL to Brownsville, TX.  
The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.  
**Distances**  
The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, based on zero at Harvey Lock, LA, and are indicated thus: —●—  
Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 5.  
Courses are TRUE and must be CORRECTED for any variation and compass deviation.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

**NOTE S**  
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:  
  
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
Covered wells may be marked by lighted or unlighted buoys.

**CAUTION**  
Small craft operators are warned to beware of severe water turbulence caused by large vessels traversing narrow waterways.

**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Panama City, FL	KGG-67	162.55 MHz
Tallahassee, FL	KIH-24	162.40 MHz
Eastpoint, FL	WWF-86	162.50 MHz

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◐ (Approximate location)

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**INTRACOASTAL WATERWAY AIDS**  
The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.  
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.  
When following the Intracoastal Waterway westward from Carrabelle, FL to Brownsville, TX, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.  
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

**POLLUTION REPORTS**  
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

**WATSON BAYOU**  
The controlling depth was 10 feet for a mid-width of 50 feet from the entrance (30°07'52.0"N/85°37'57.5"W) to 30°09'21.5"N/85°38'33.7"W, thence 5 feet to Watson Bayou Bridge.  
Jul 2010

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**NOTE A**  
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 8th Coast Guard District in New Orleans, LA or at the Office of the District Engineer, Corps of Engineers in Mobile, AL.  
Refer to charted regulation section numbers.

**HURRICANES AND TROPICAL STORMS**  
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.  
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.  
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

**SAFETY HINTS**  
1. Keep your chart up to date by applying all Notice to Mariners corrections when you receive them.  
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.  
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.  
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.  
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.  
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**COLREGS: International Regulations for Preventing Collisions at Sea, 1972.**  
Demarcation lines are shown thus: - - - - -

**AUTHORITIES**  
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**MERCATOR PROJECTION, SCALE 1:40,000 AT 30°12'**  
**SOUNDINGS IN FEET**  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

**FACILITIES**  
Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

**NOTE X**  
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**PUBLIC BOATING INSTRUCTION PROGRAMS**  
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:  
USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777  
USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-CCX), 2100 Second Street, SW, Washington, DC 20593

MARINE WEATHER FORECASTS  
NATIONAL WEATHER SERVICE

CITY TELEPHONE NUMBER  
Tallahassee, FL (850) 942-8833

OFFICE HOURS  
8:00 AM-5:00 PM (Mon.-Fri.)

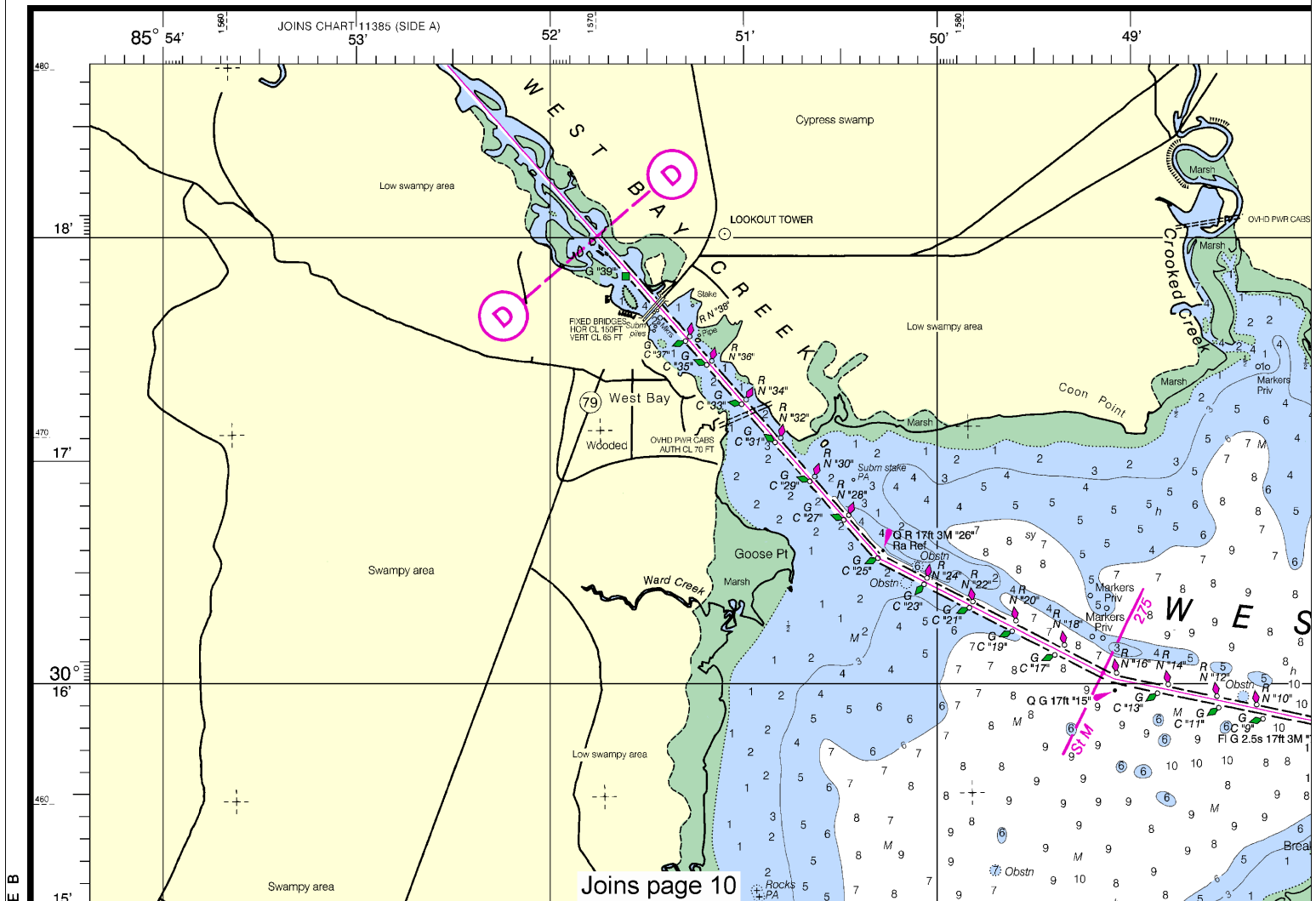
BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS  
BY MARINE RADIOTELEPHONE STATIONS

CITY	STATION	FREQ.	BROADCAST TIMES	SPECIAL WARNING
Mobile, AL	WLO	2572 kHz 8808.8 kHz 4397.7 kHz 13178.8 kHz 22707.6 kHz	7:00 AM Noon & 6:00 PM	On receipt
		(Ch 25) 161.85 MHz (Ch 26) 161.90 MHz (Ch 27) 161.95 MHz (Ch 28) 162.0 MHz	6:00 & 11:00 AM 5:00 & 11:00 PM	
St. Petersburg, FL	NMA-21	2670 kHz 157.1 MHz	9:20 AM & 10:20 PM 8:00 AM & 6:00 PM	*On receipt *On receipt

\* Preceded by announcement on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or  
channel 16 (156.80 MHz) VHF.

11390



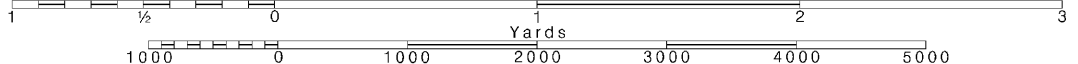
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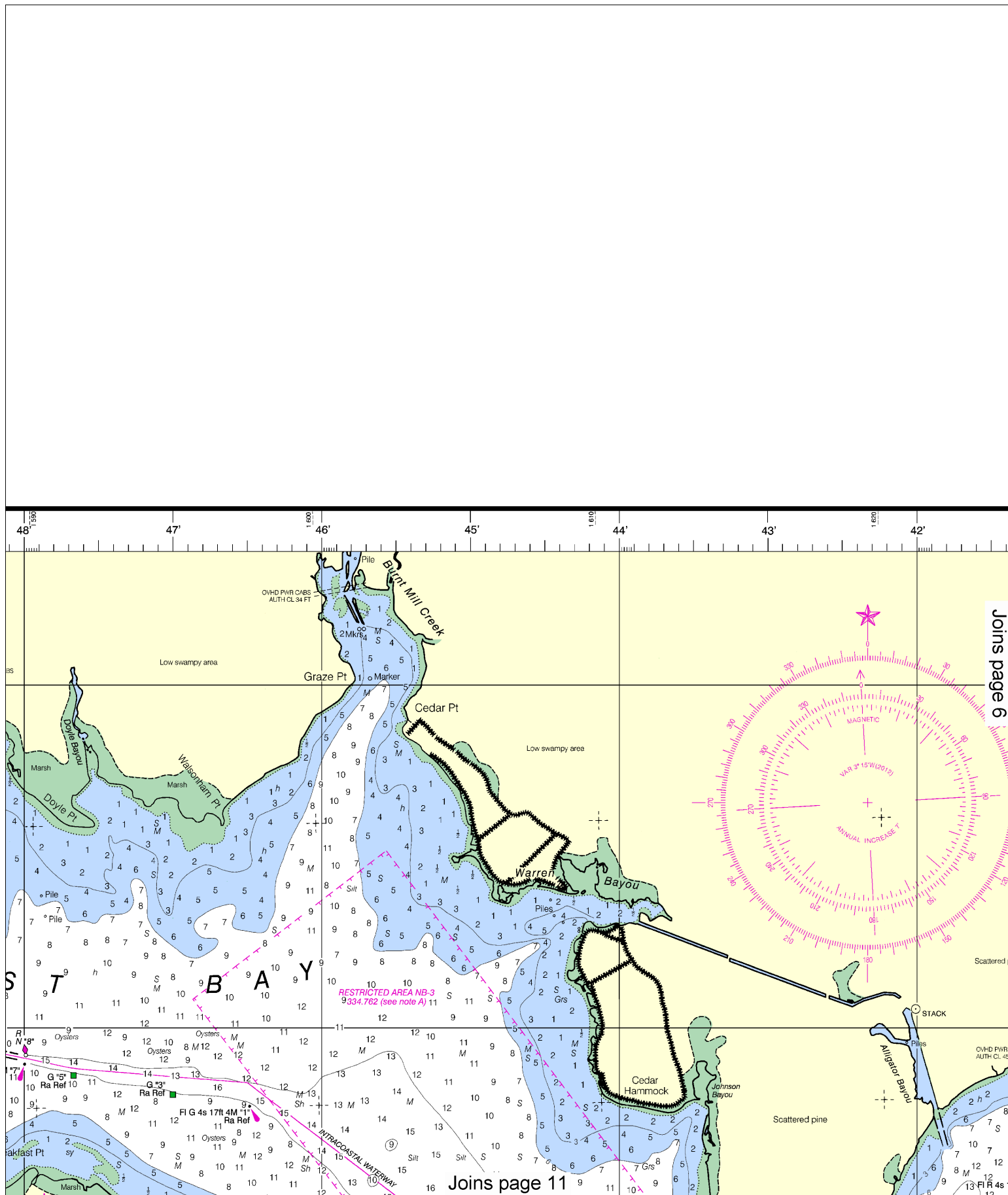
Note: Chart grid  
lines are aligned  
with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

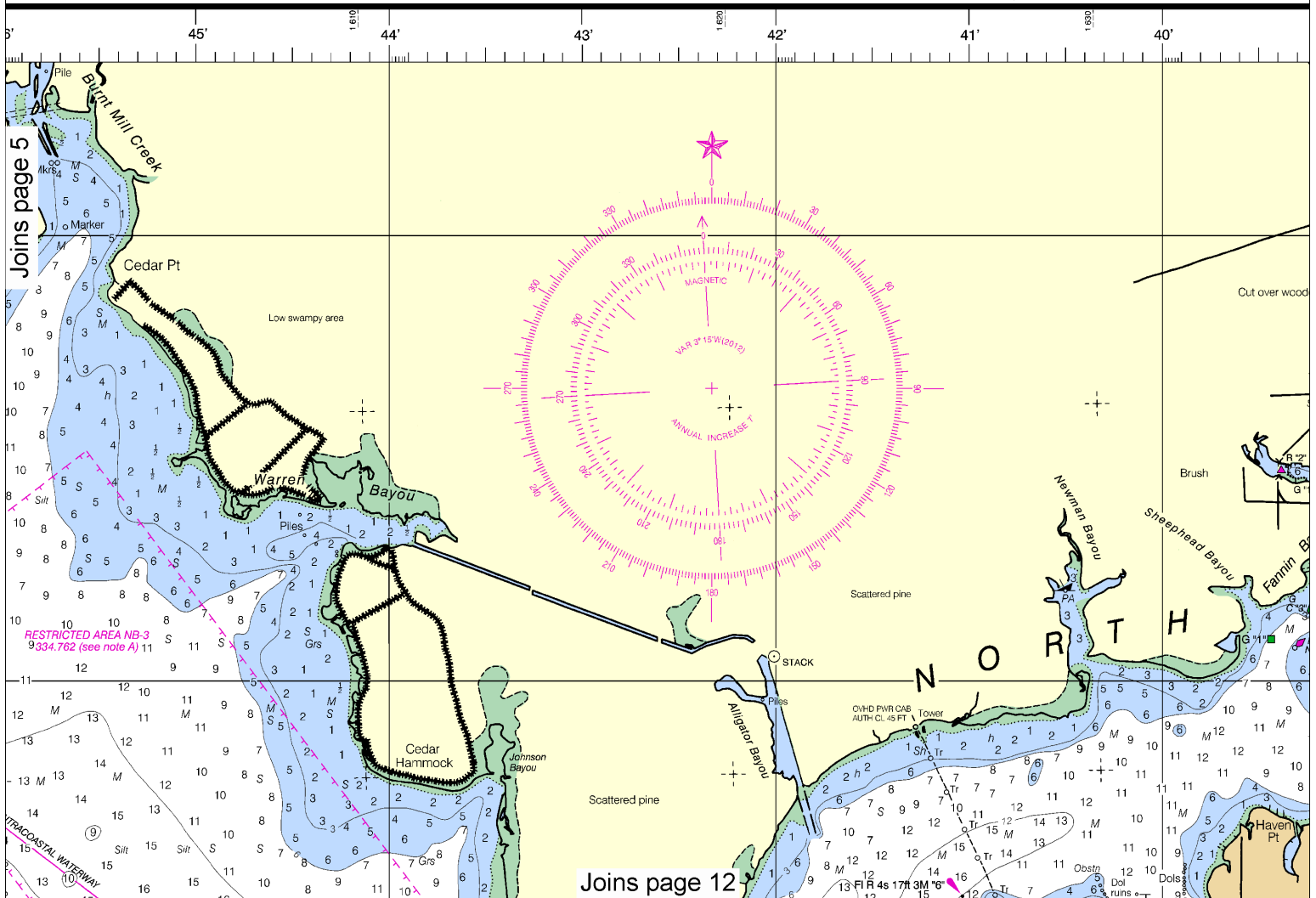




This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:53333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

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(A)

Formerly 868 SC 1st Ed., 1970 KAPP 141



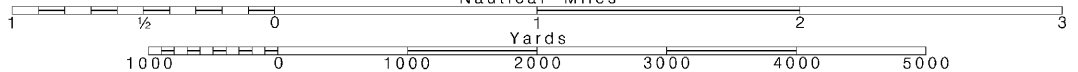
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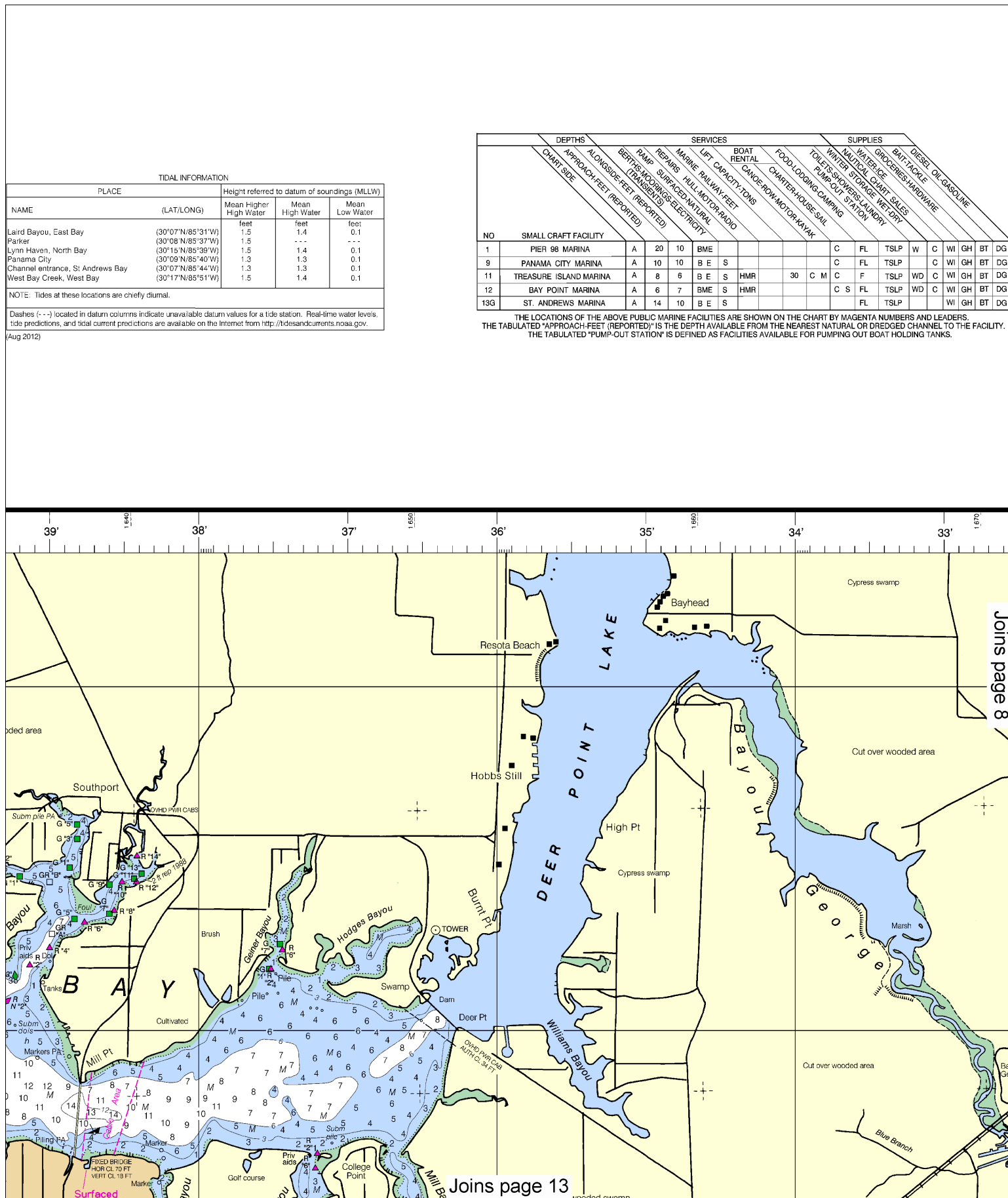
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.

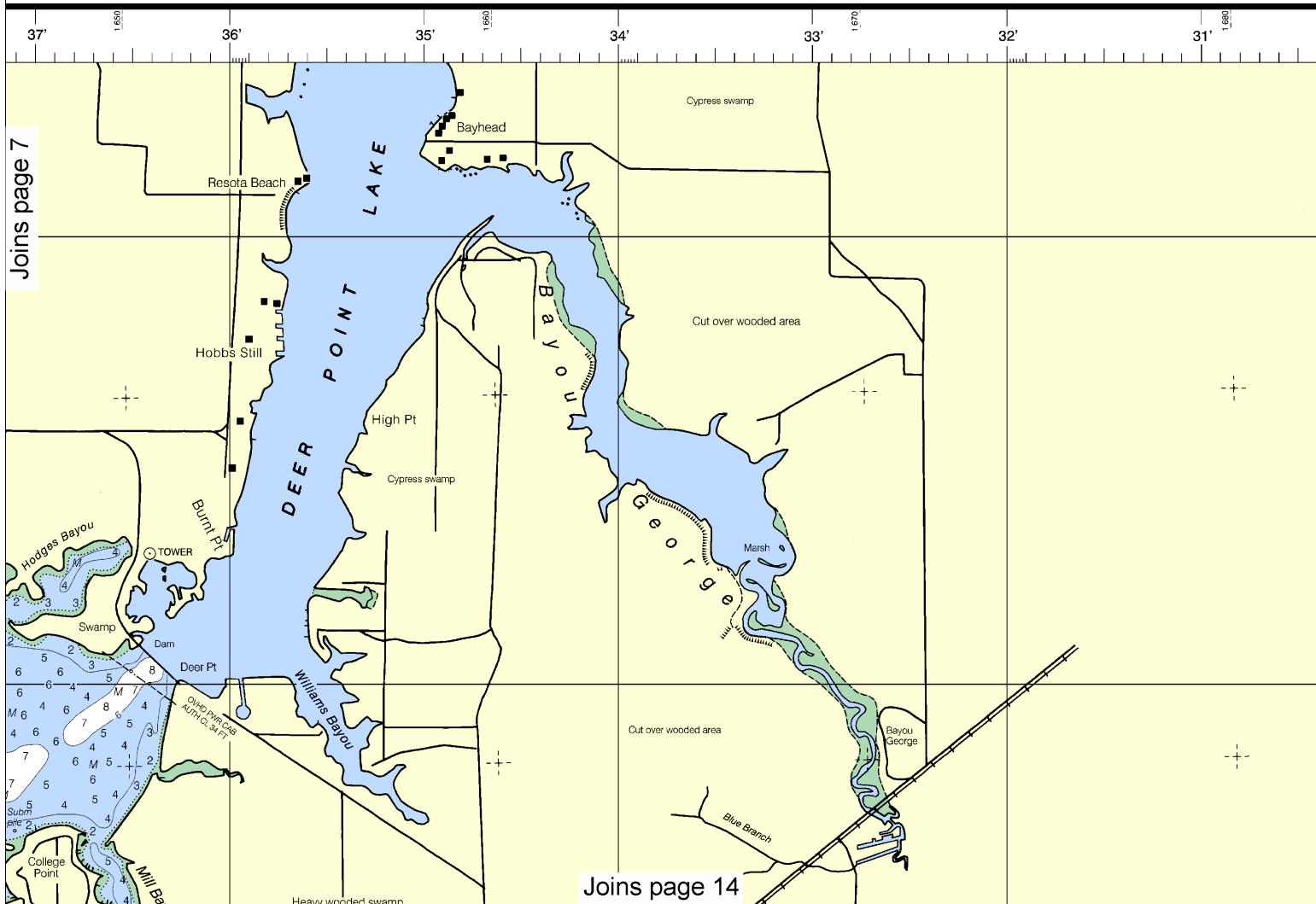




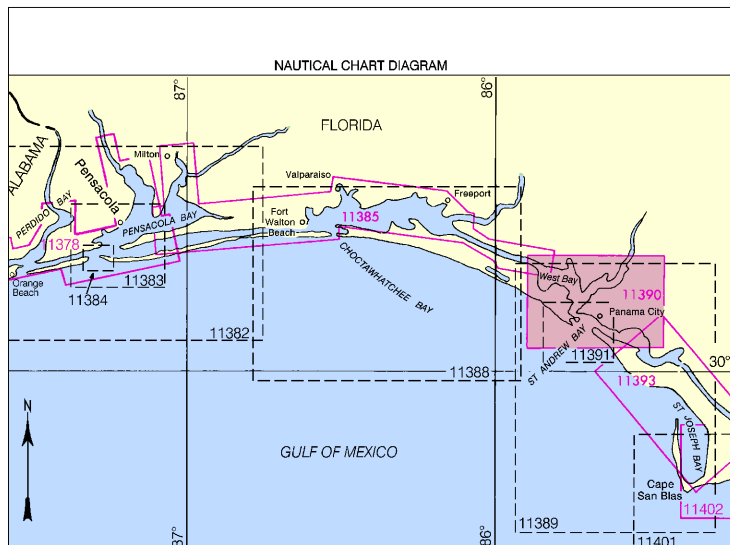
Soundings (MLLW)
Mean Low Water
feet
0.1
0.1
0.1
0.1
0.1
Time water levels hts.noaa.gov

		DEPTHS		SERVICES										SUPPLIES									
		CHART SIDE	APPROACH- FEET (REPORTED)	ALONGSIDE- FEET (REPORTED)	BERTHS/MOORINGS/ (TRANSITS)	RAMP SURFACED- (TRANSITS)	REPAIRS	MARINE HULL MOTOR- NATURAL-ELECTRICITY	LIFT CAPACITY- TONS	BOAT RENTAL	CANOE-ROW-MOTOR-KAYAK	FOOD-LODGING-CAMPING	CHARTER-HOUSE-SAIL	TOILETS/SHOWERS/LAUNDRY PUMP-OUT STATION	WINTER STORAGE	NAUTICAL CHART SALES	WATER/ICE	GROCERIES/HARDWARE	BAIT-TACKLE	DIESEL OIL/GASOLINE			
NO	SMALL CRAFT FACILITY																						
1	PIER 98 MARINA		A	20	10	BME								C	FL	TSLP	W	C	WI	GH	BT	DG	
9	PANAMA CITY MARINA		A	10	10	B E S								C	FL	TSLP		C	WI	GH	BT	DG	
11	TREASURE ISLAND MARINA		A	8	6	B E S	HMR					30	C M	C	F	TSLP	WD	C	WI	GH	BT	DG	
12	BAY POINT MARINA		A	6	7	BME S	HMR							C S	FL	TSLP	WD	C	WI	GH	BT	DG	
13G	ST. ANDREWS MARINA		A	14	10	B E S									FL	TSLP			WI	GH	BT	DG	

THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
 THE TABULATED "APPROACH FEET (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
 THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.







# NAUTICAL CHART 11390

## INTRACOASTAL WATERWAY

# FLORIDA

# EAST BAY TO

# WEST BAY

11390

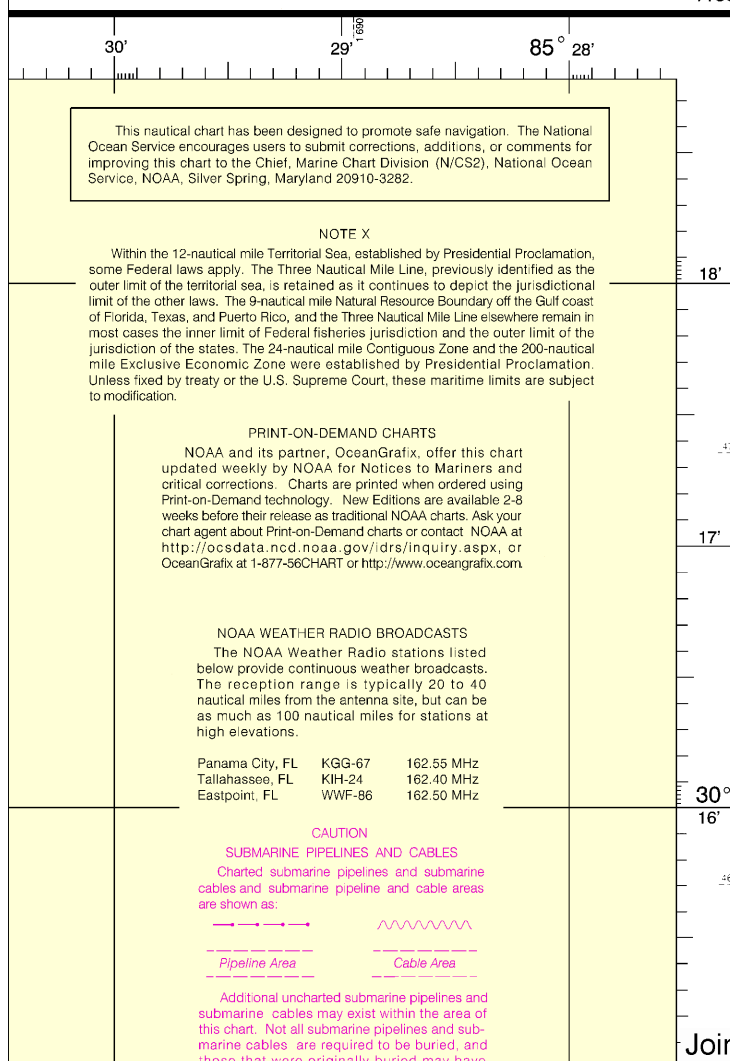


Chart 11390 25th Ed., Oct./12  
Corrected through NM Oct. 20/12; LNM Oct. 09/12

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION, SCALE 1:40,000 AT 30°12'  
SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER  
North American Datum of 1983  
(World Geodetic System 1984)

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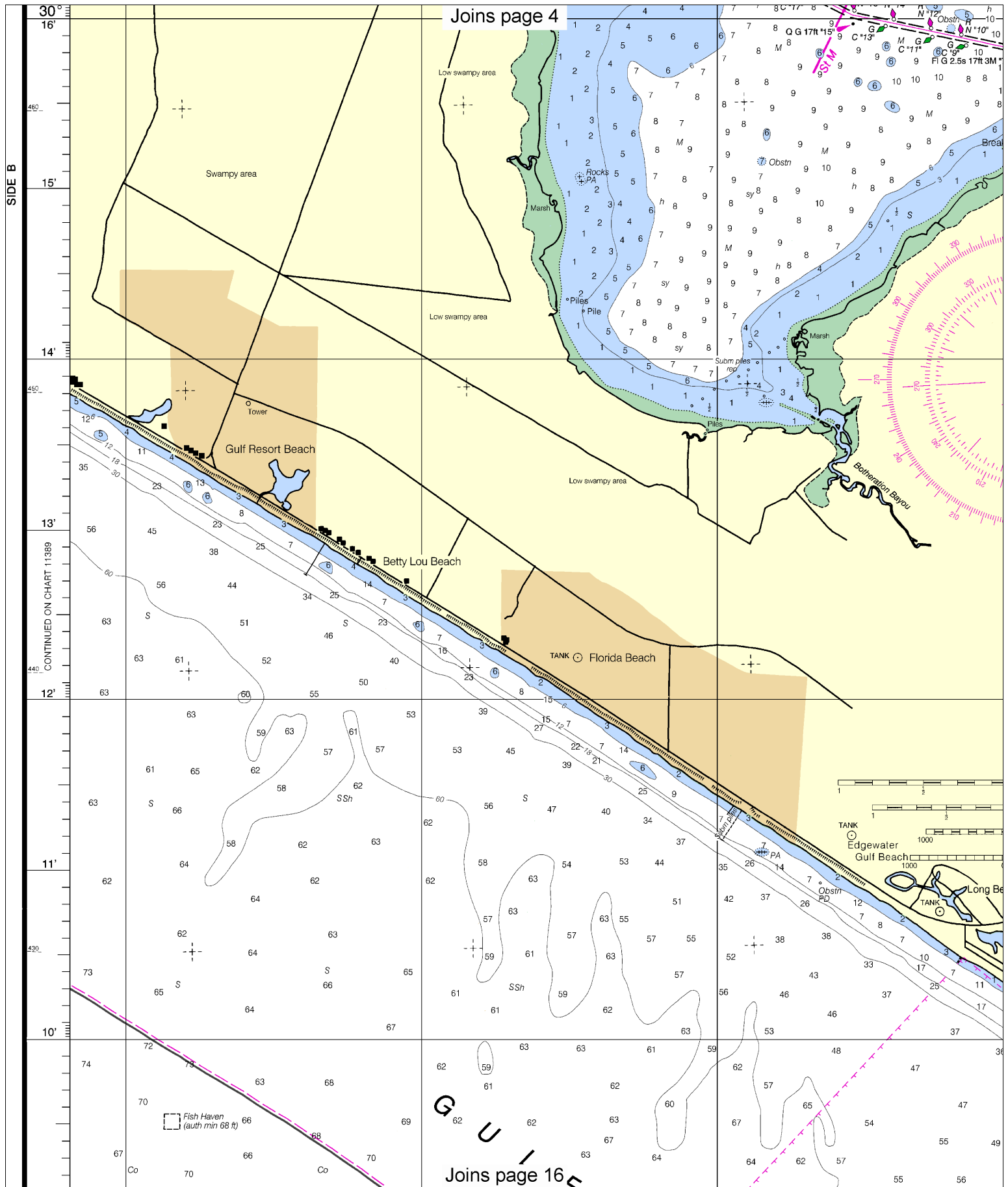
NSN 7642014010232  
NGA REFERENCE NO. 11XHA11390



ED. NO. 25

Joins page 15

PUBLIC BOATING INSTRUCTION PROGRAMS  
The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (JSCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

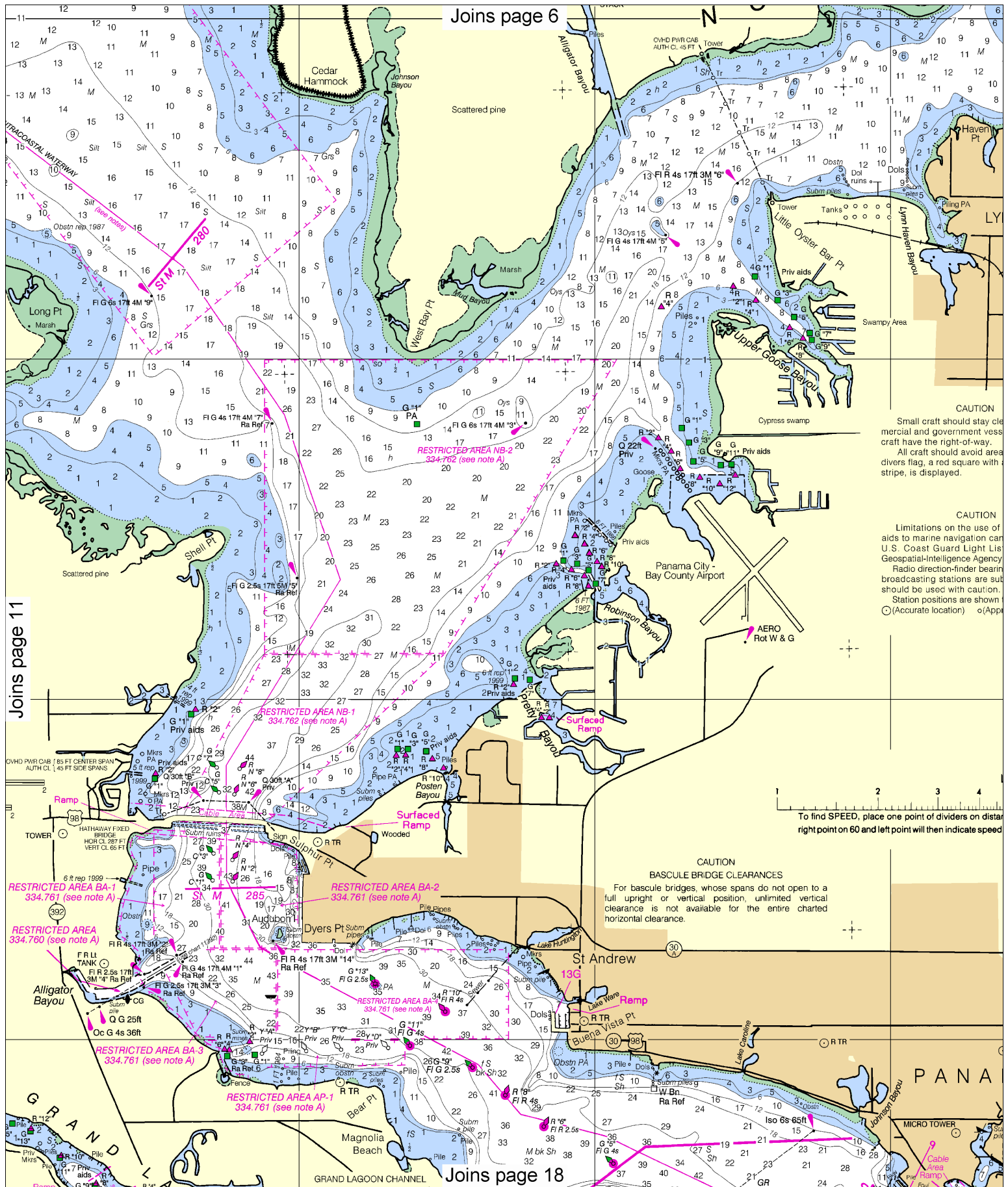
SCALE 1:40,000  
Nautical Miles

See Note on page 5.









Joins page 11

Joins page 6

Joins page 18

**CAUTION**  
Small craft should stay clear of commercial and government vessels. All craft should avoid areas where divers flag, a red square with a red stripe, is displayed.

**CAUTION**  
Limitations on the use of aids to marine navigation can be found in the U.S. Coast Guard Light List. Geospatial-Intelligence Agency Radio direction-finder bearing broadcasting stations are subject to change without notice. Station positions are shown: (o) (Accurate location) (o) (Approximate location)

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
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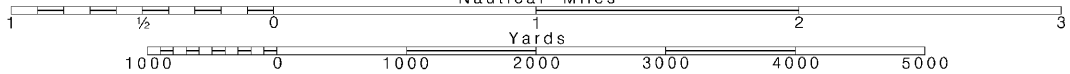
12

Note: Chart grid lines are aligned with true north.

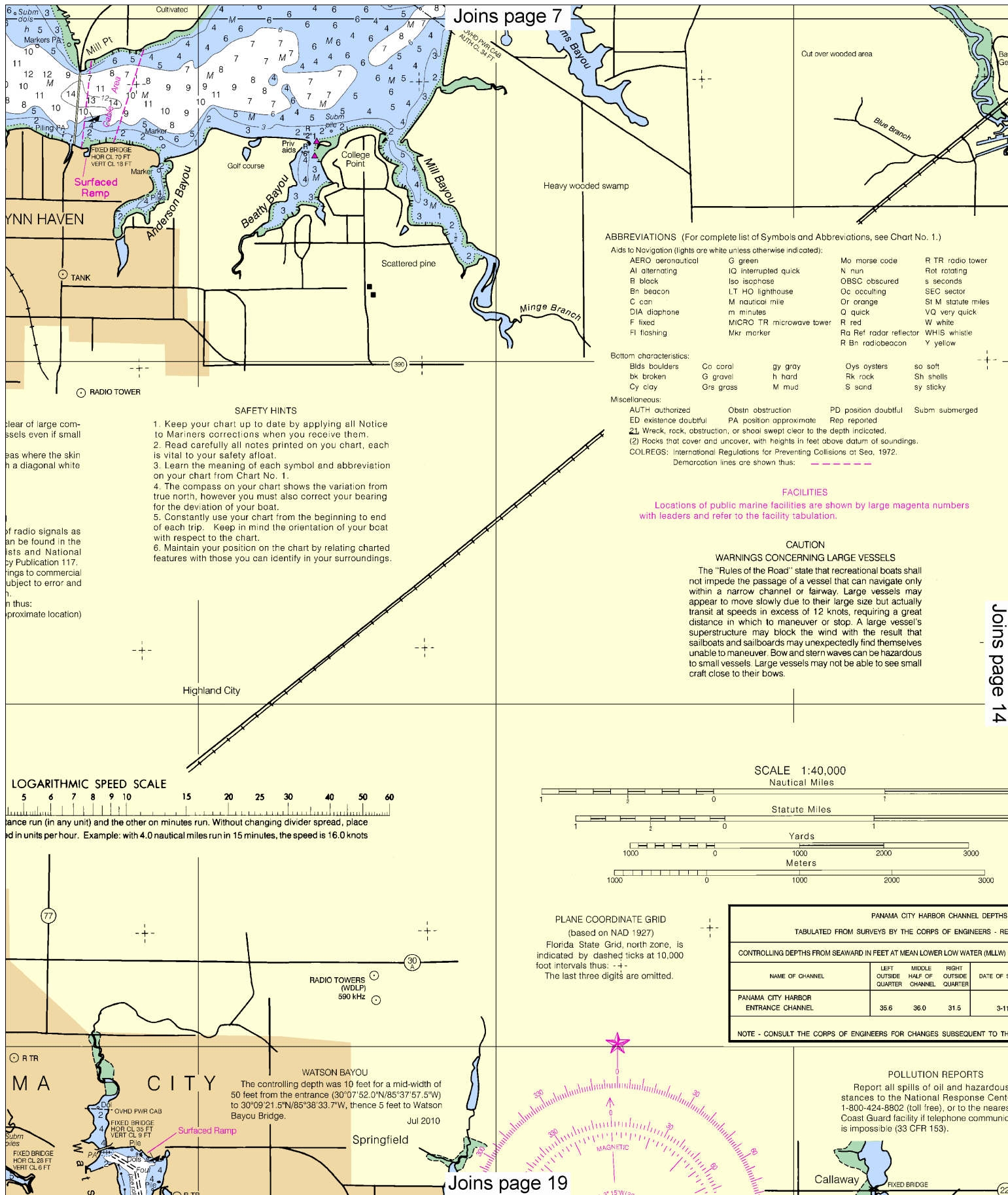
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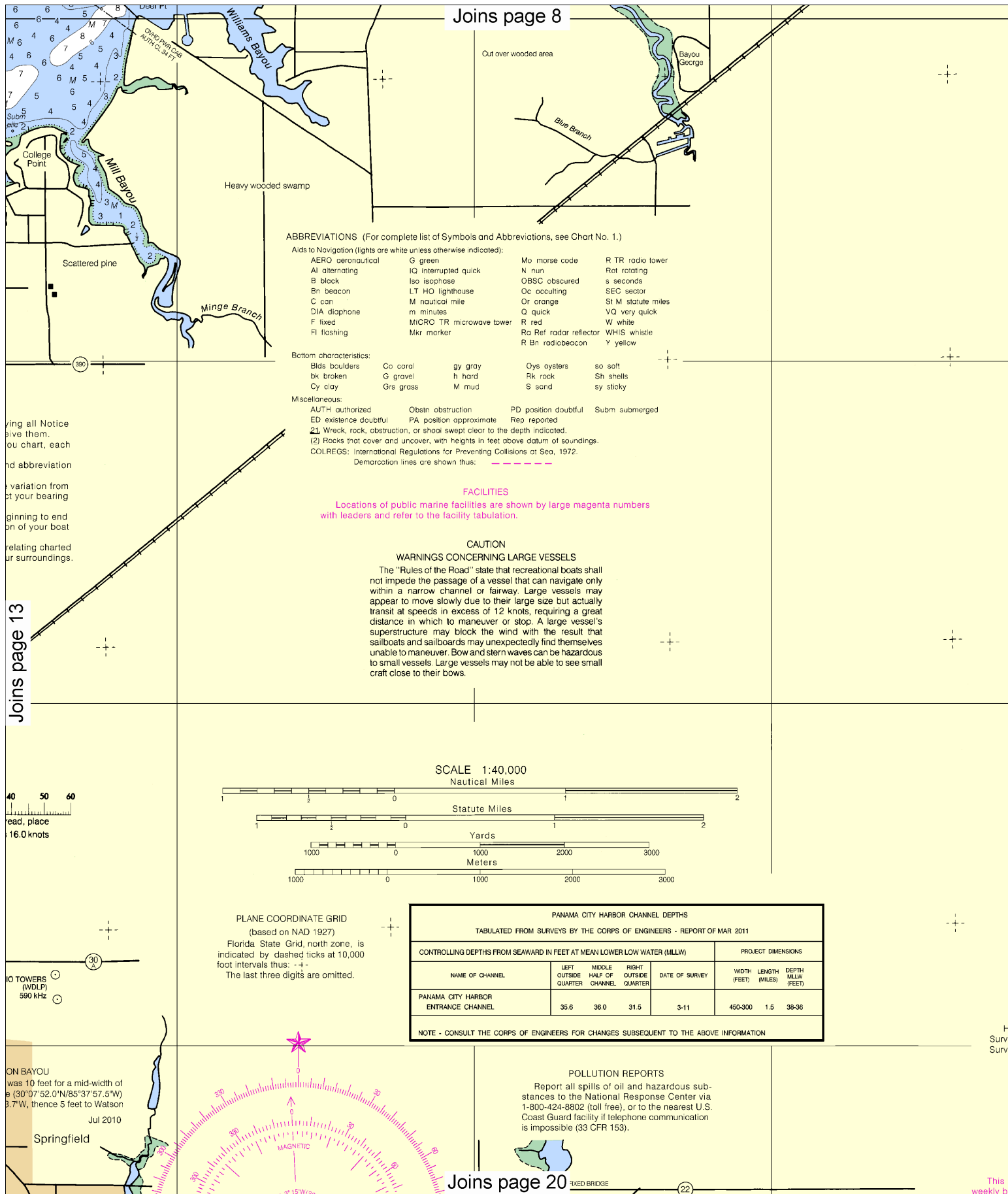
SCALE 1:40,000  
Nautical Miles

See Note on page 5.







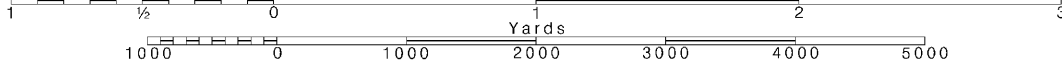


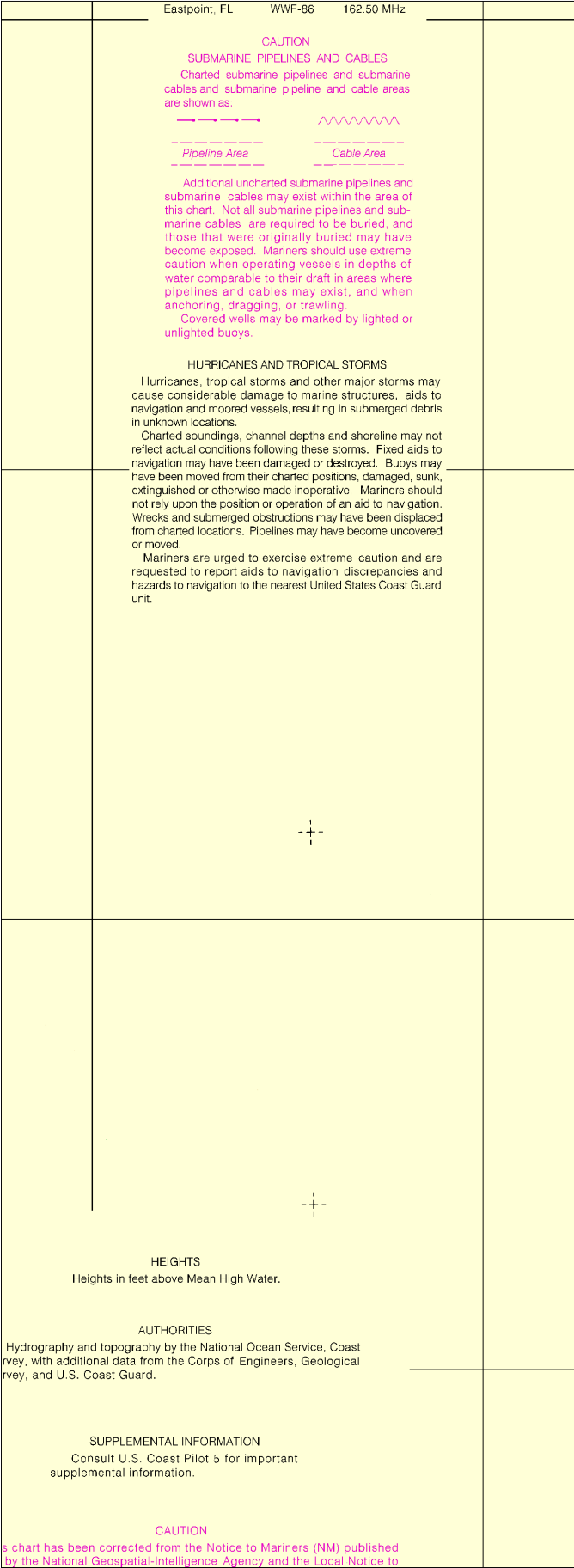
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.





Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).



NSN 7642014010232  
NGA REFERENCE No. 11XHA11390



ED. NO. 25

**PUBLIC BOATING INSTRUCTION PROGRAMS**

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, 1504 Blue Ridge Road, Raleigh, NC 27607, 888-367-8777

USCGAUX - COMMANDER (OAX), Eighth Coast Guard District, Hale Boggs Federal Building, Suite 1126, 500 Poydras Street, New Orleans, LA 70130, 800-524-8835 or USCG Headquarters, Office of the Chief Director (G-OCX), 2100 Second Street, SW, Washington, DC 20593

SIDE B

15'

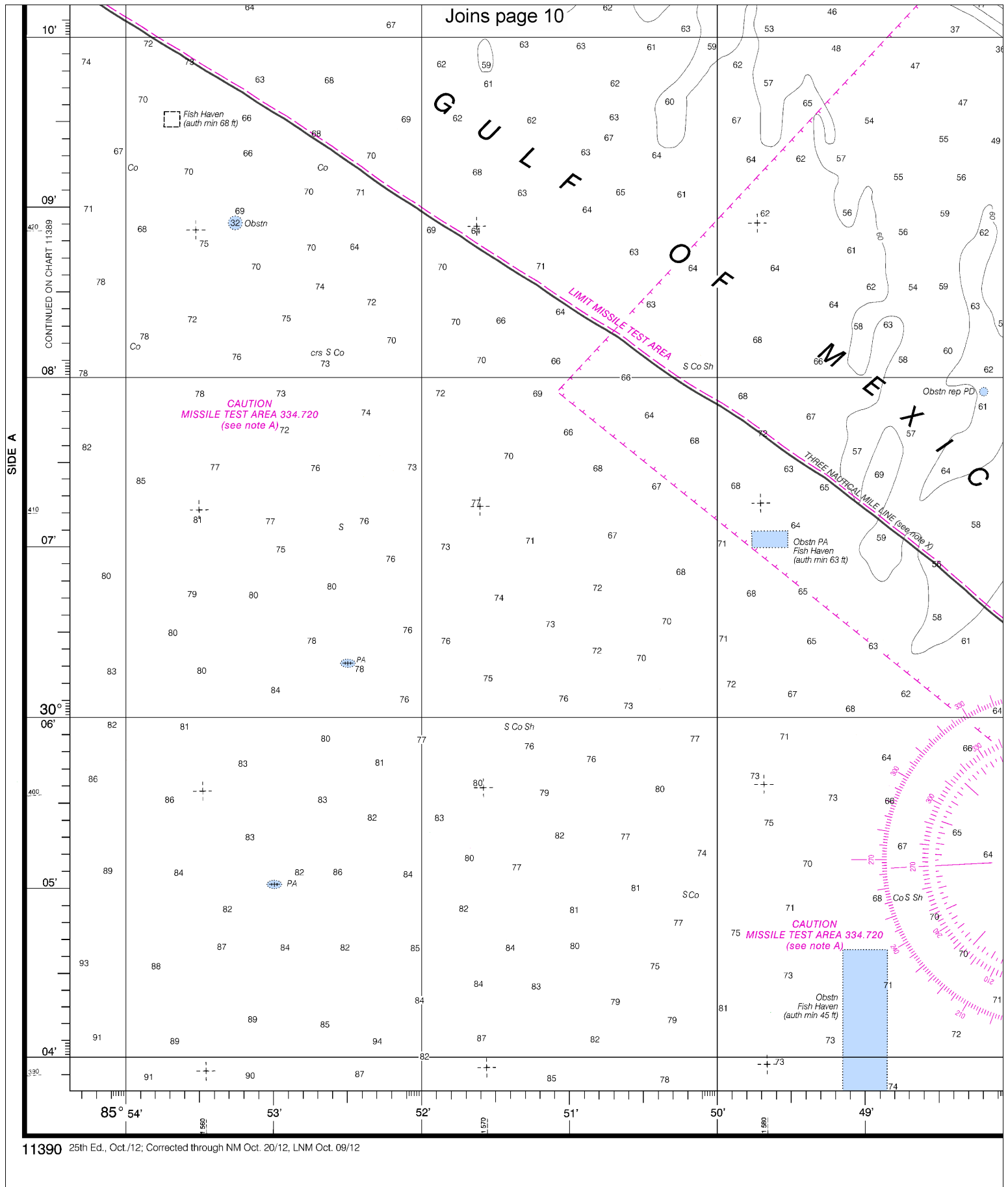
14'

13'

12'

11'

10'

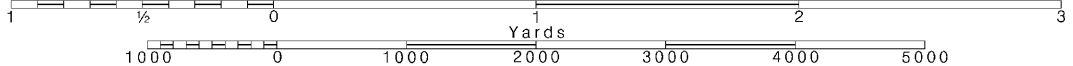


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

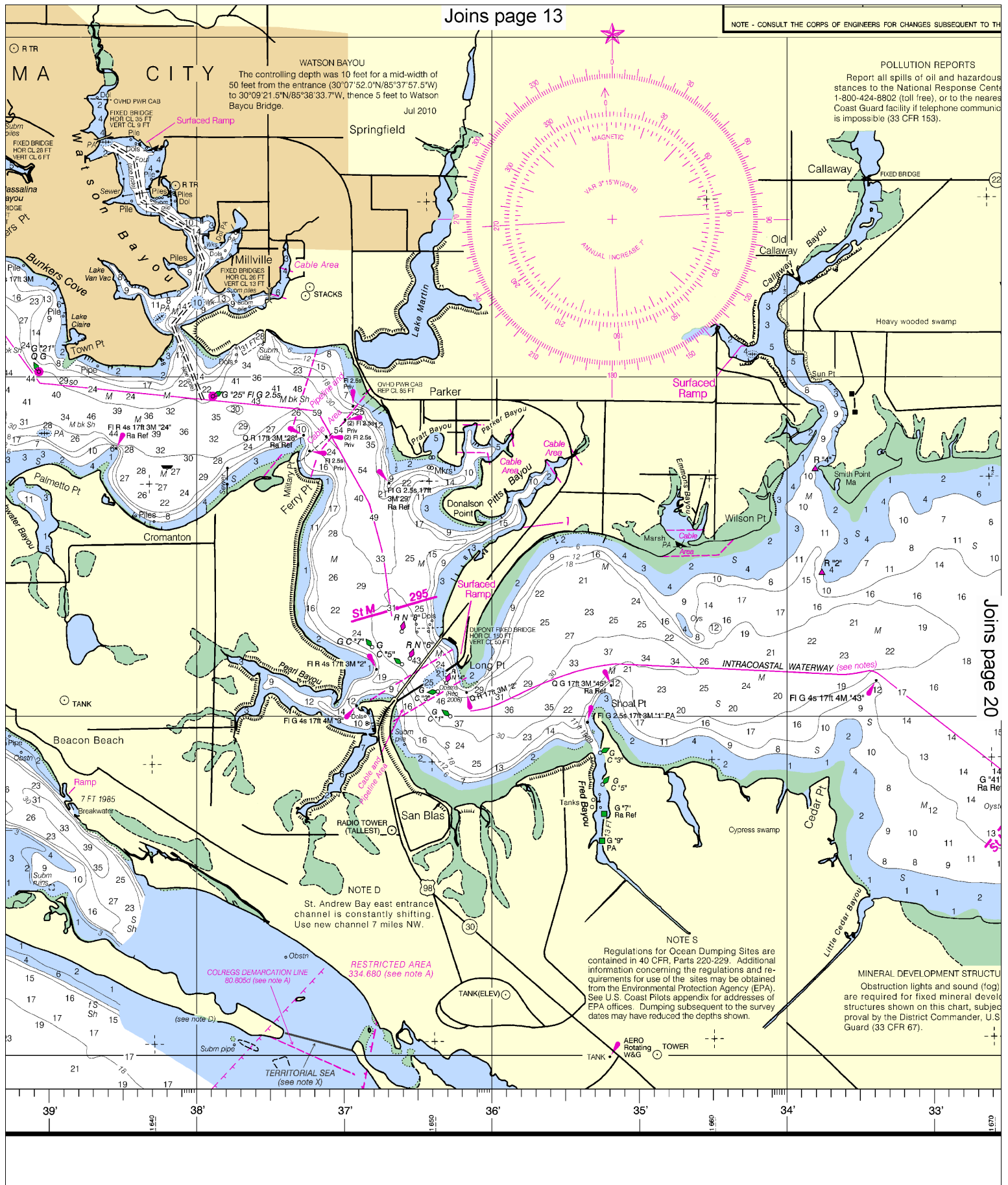
See Note on page 5.













Springfield

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

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Mariners  
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Joins page 19

**NOTE D** 98  
Andrew Bay east entrance  
level is constantly shifting.  
Low channel 7 miles NW.

**RESTRICTED AREA**  
334.680 (see note A)

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

## MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

JOINS CHART 11393 (SIDE A)

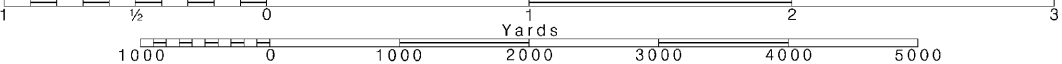
20

Note: Chart grid lines are aligned with true north

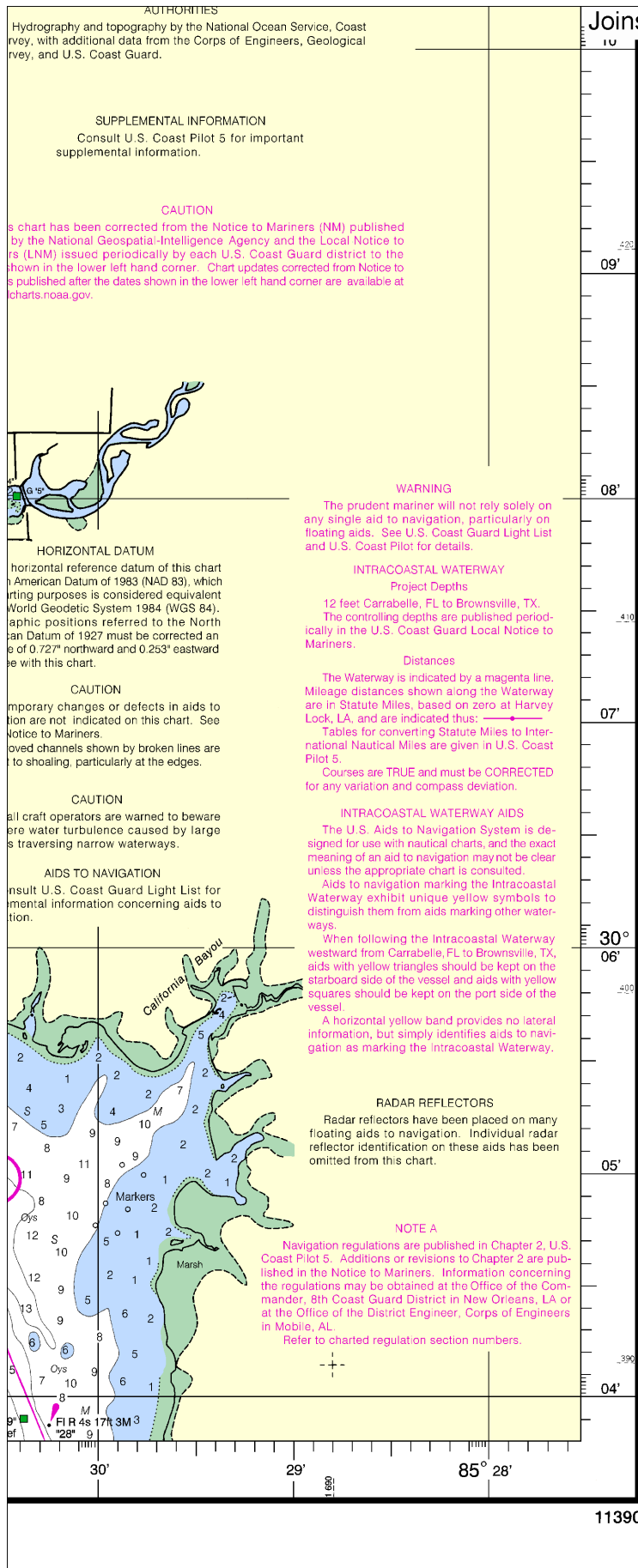
Printed at reduced scale.

~~SCALE 1:40,000~~  
Nautical Miles

See Note on page 5.







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SIDE A



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

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Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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NOAA's Office of Coast Survey



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